

## VINTON UDAS – ROUND II

### ADVISORY COMMITTEE PRESENTATION

December 3, 2018

## INTRODUCTIONS

- **Town of Vinton Staff**
- **Consultant Team**



EPR<sub>PC</sub>



## WHAT IS AN URBAN DEVELOPMENT AREA (UDA)?

### VIRGINIA UDA REQUIREMENTS

**“Urban Development Area”** means areas designated by a locality that are:

- (1) To the extent feasible, to be used for redevelopment or infill development
- (2) Sufficient to accommodate 10 - 20 years of projected growth
- (3) Designed to meet UDA density requirements

Also, UDA's must:

- (1) Be identified in the Town's Comprehensive Plan
- (2) Allow **Traditional Neighborhood Development** principles in the zoning ordinance

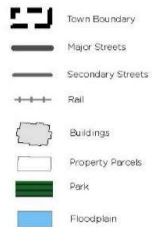
## WHAT IS TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)?

- Pedestrian-friendly road design
- Interconnection of local streets and roads
- Preservation of natural areas
- Mixed-use neighborhoods, including mixed housing types
- Reduction of building setbacks, street widths and turning radii



## VINTON HAS ALREADY DESIGNATED ITS UDAS

### Legend

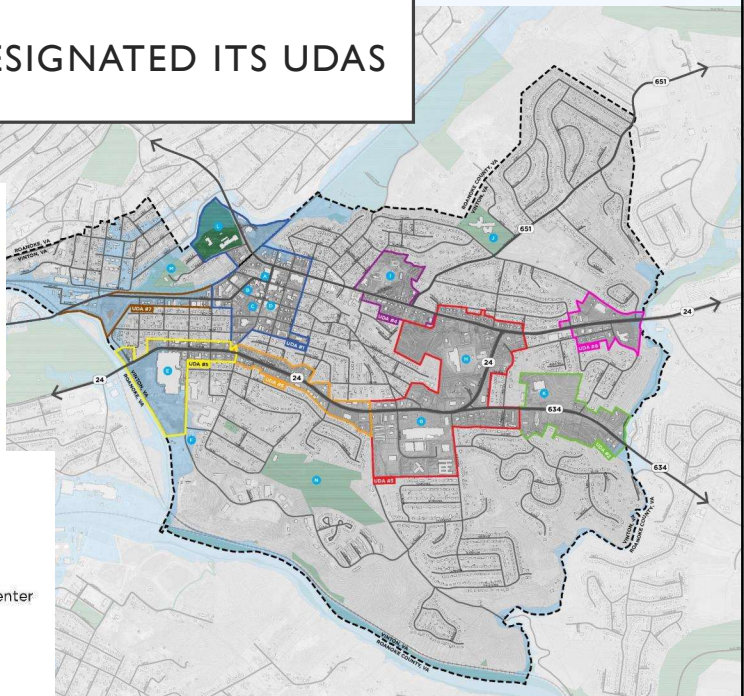


### Urban Development Areas (UDAs)

- 1) Downtown
- 2) Hardy Road Gateway
- 3) Bypass Road/Hardy Road "Mid-Town"
- 4) Mid-Washington Corridor
- 5) Virginia Avenue Gateway
- 6) Virginia Avenue Corridor
- 7) Walnut Avenue Gateway
- 8) Washington Avenue Gateway

### KEY SITES

- A Post Office
- B Fire Department
- C Town Hall
- D Library
- E Precision Fabrics
- F Public Works Department
- G Lake Drive Plaza
- H River Park Center
- I Vinton War Memorial
- J Herman Horn Elementary
- K WE Cundiff Elementary
- L Roanoke County Career Center
- M Gearhart Park
- N Craig Recreation Center



## VINTON'S UDAS

- **Vinton UDA's Round II = IMPLEMENTATION**
- **Zoning Assessment**
- **Downtown Action Plan**
- **Downtown Public Realm Design Guidelines**







## WHY UPDATE?

1. Age – Zoning comprehensive amendment was adopted in 1995, Subdivision in 1998
2. Opportunity – Renewed interests in revitalization & development need appropriate zoning
3. Priority – Long standing Council goal to update/modernize Code
4. Opportunity – UDA adoption & Grant





# VINTON ZONING RECOMMENDATIONS

ADVISORY COMMITTEE PRESENTATION

December 3, 2018



## ASSESSMENT THEMES



**ZONING HAS ITS BENEFITS**  
Great towns don't just happen.

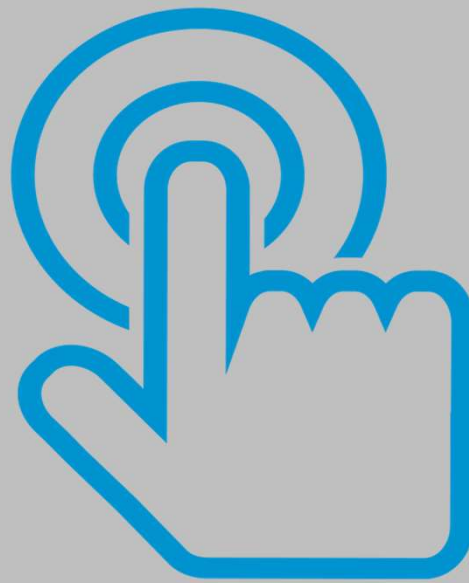
### 1. A User Friendly Ordinance

- Streamline
- Modernize
- Illustrate
- Clarify

### 2. Traditional Neighborhood Design

- Building Form
- Landscaping
- Streetscape
- Mixed Use
- Incentives

## THEME I – USER FRIENDLY



## GENERAL

### Recommendations (Longer Term reorganization of the Ordinance)

- Put all development standards into a **separate Article** (e.g. Parking, Loading, Landscaping, screening, etc.)
- Provide **illustrations** to aid in understanding. For example, illustrate zero lot line provisions, transitional yard screening requirements, setbacks, etc.
- Use **simple tables** to convey the intensity and dimensional regulations, such as height, setbacks, lot size, and lot coverage. (see image at right from Norfolk)
- Provide **cross references** to aid in use (for example, between R-2, R-3, and R-B districts and townhome development standards).

#### 3.2.9. MF-NS: MULTI-FAMILY - NEIGHBORHOOD-SCALE

##### A. PURPOSE

The purpose of the Multi-Family - Neighborhood-Scale (MF-NS) district is to provide lands that accommodate a range of multi-family development on generally smaller lots. Development in the district shall be oriented toward the street, and provide pedestrian entrances from the street. Allowed uses include detached single-family dwellings, two-family dwellings, townhomes, moderate-scale multi-family dwellings, and parks and recreation centers.



##### B. INTENSITY AND DIMENSIONAL STANDARDS

Standard	Downtown or Traditional Character District						Suburban or Coastal Character District					
	Single-Family	Single-Family Semi-Detached	Townhouse	Townhouse	Multi-Family	All Other Uses	Single-Family	Single-Family Semi-Detached	Townhouse	Townhouse	Multi-Family	All Other Uses
Lot Area, min. (sf.)	5,000 [1] [6]	7,500 [6]	7,500 [6]	8,000 [6]	8,000 [6]	5,000 [6]	5,000 [1] [6]	7,500 [6]	8,000 [6]	8,000 [6]	5,000 [6]	5,000 [6]
Lot Area, min. (sf. per unit)	N/A	3,000 [6]	3,000 [6]	2,000 [4]	N/A [5]	N/A	N/A	3,000 [6]	3,000 [5]	N/A [5]	N/A	N/A
Lot Width, min. (ft.)	50 [2] [6]	50 [6]	80 [6]	100 [6]	75 [6]	N/A	50 [2] [6]	50 [6]	80 [6]	100 [6]	75 [6]	N/A
Lot Width, min. (ft. per unit)	N/A	25 [6]	25 [6]	20 [4]	N/A	N/A	N/A	25 [6]	25 [6]	20 [6]	N/A	N/A
Lot Width, min. (ft. per building)	N/A	N/A	N/A	100	N/A	N/A	N/A	N/A	N/A	100	N/A	N/A
Front Yard Setback (ft.)	9-16 [7]						15-25 [7]					
Side Yard Setback, min. (ft.)	5						5 [3]					
Corner Side Yard Setback, min. (ft.)	10						10					
Rear Yard Setback, min. (ft.)	20						20					
Building Height, max. (ft.)	4 stories						4 stories					

Example from City of Norfolk Ordinance



## 4-36: STRUCTURE

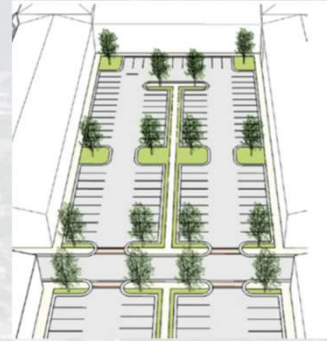
### Recommendation

- Remove provisions for parking and driving aisles in Sections 4-36 and 4-37 and replace them with **more comprehensive parking location and screening standards** to be added in Article V.

### Justification

- Parking location and screening is a significant factor in making streets more visually attractive and walkable.
- Consolidating the standards for parking lot location and screening as part of the development standards in Article V will make the ordinance more user friendly by **consolidating standards in one location**.

- Landscaping shall be provided so that all motor vehicle parking spaces are located no more than 50 feet from a tree located within an interior landscaping island. Trees located outside of interior landscaping islands but within eight feet of the parking lot may be utilized for this purpose.
- Interior landscaping islands shall be no less than 144 square feet in area with a minimum planting area width of eight feet.



## 5-12: STRUCTURE

### Recommendation

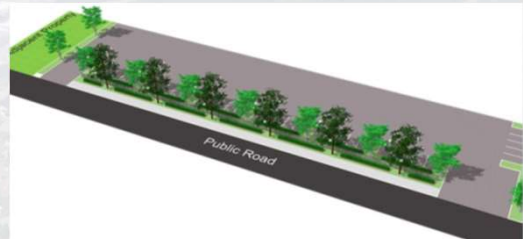
- Section 5-12, that deals with Transitional yard and screening requirements, should be more comprehensively structured to encompass **two new sections** – one section on **landscaping requirements** and one section on **buffering and screening requirements**.

### Justification

- The Town has a few requirements for landscaping and screening scattered in various sections but mostly concentrated in Section 5-12. This restructuring will clarify and enhance the landscaping requirements in the Town, making the ordinance more user-friendly through tables that **clearly define the specific buffer widths and screening/landscaping requirements** for each use.
- The recommendations call for the Town to implement **performance-based standards** for screening and buffering. Performance-based perimeter buffers between incompatible uses specify a varying minimum level of acceptable landscaping and screening, and **will allow landowners in different contexts a variety of ways to achieve the desired screening/buffering**. This will be easier for property owners to work with and easier to administer for Town staff in the long term.

LANDSCAPING MATERIAL (1), (2)	EQUIVALENT PLANTING UNITS			
	NEW TREES AND SHRUBS	EXISTING HEALTHY TREES AND SHRUBS		
		6-12 inch DBH	12-24 INCH DBH	Over 24 inch DBH
	EQUIVALENT PLANTING MATERIAL	EQUIVALENT PLANTING UNITS	EQUIVALENT PLANTING UNITS	EQUIVALENT PLANTING UNITS
Large Tree	5	N/A	N/A	32
Medium Tree	4	N/A	12	N/A
Small Tree	3	4	N/A	N/A
Large Shrub	2	2	N/A	N/A
Medium Shrub	1	1	N/A	N/A
Small Shrub	1	1	N/A	N/A

Notes: DBH = Diameter at Breast Height  
 (1) See Table below, Minimum Tree and Shrub Size.  
 (2) Existing shrubs less than six inches DBH shall be credited 1 EPU.



## 10-2: DEFINITIONS

### ■ Recommendation

- Revise the definition of “setback” in the **Subdivision Ordinance** so that it **matches** the definition of setback in the **Zoning Ordinance** (Article X; Sec. 10-2; Words and Terms Defined).

### ■ Justification

- The term “setback” is defined in both the Zoning and Subdivision Ordinances and the definitions conflict with each other in that the definition used in the **Subdivision Ordinance** references a minimum distance, while the definition in the **Zoning Ordinance** only references a distance.



## THEME 2 – TRADITIONAL NEIGHBORHOOD DESIGN





## Current Zoning Framework

Table 1. Existing Zoning and Subdivision Ordinance Structure

VINTON ZONING ORDINANCE STRUCTURE	VINTON SUBDIVISION ORDINANCE STRUCTURE
1. Title, Authority, Purpose	1. Purpose and Intent
2. Districts and District Map	2. Definitions
3. General Provisions	3. General requirements for subdivision of land
4. District Regulations	4. Plats; Procedure for Preparation and Filing
R/D Residential Low Density	5. Preliminary Plats
R-1 Residential	6. Final Plats
R-2 Residential	7. Recordation
R-3 Residential	8. Selling or transferring Lots or Parcels of Land
R-B Residential Business	9. Issuance of permits, grading & installation of Improvements
GB General Business	10. Inspection prior approval of plat
CB Central Business	11. Vacation of Plats
M-1 Limited Industrial	12. Street names and house numbering.
M-2 General Industrial	13. Improvements
PD Planned Development	14. Inspection
P/OS Public Open Space	15. Agreement and bond of a subdivider.
FO Floodplain Overlay	16. Certificates of approval
MUD Mixed Use Development	17. Violations
5. Supplementary Regulations	18. Penalty
1. Applicability	
2. Buildings and Lots	
3. Supplementary Yard and Height Regulations	
4. Accessory Buildings and Temporary Buildings	
5. Miscellaneous Provisions	
6. Off Street Parking Requirements	
7. Sign Regulations	
8. Adult Uses	
9. Telecommunications Facilities	
6. Nonconforming Uses, Features, Structures & Lots	
7. Administration and Enforcement	
8. Amendments	
9. Board of Zoning Appeals	
10. Definitions	

## Location of Proposed Amendments

Table 2. Location of Proposed Amendments

VINTON ZONING ORDINANCE STRUCTURE	VINTON SUBDIVISION ORDINANCE STRUCTURE
1. Title, Authority, Purpose	1. Purpose and Intent
2. Districts and District Map	2. Definitions
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7. Administration and Enforcement	
8. Amendments	
9. Board of Zoning Appeals	
10. Definitions	

## R-2: LAND USE

### Recommendation

- Add Accessory Dwelling Units as a Special Use in the R-2 District (subject to a Special Use Permit).

### Justification

- The R-2 district is described as “appropriate for moderate density.” ADUs in this district will support downtown businesses by increasing the development potential, and population, of already built out neighborhoods in the town that are in walking distance of downtown businesses.
- Provides additional flexibility for homeowners in the R-2 district to rent small units on their lots, thereby allowing additional income potential and expanding the range of housing types available in town.



## R-3: LOT COVERAGE

### ■ Recommendation

- In the R-3 district, **remove Lot Coverage requirement** and replace it with a special section under Article V Supplemental Regulations that **addresses Lot Coverage more comprehensively in multiple districts.**

### ■ Justification

- R-3 is the only district with a Lot Coverage requirement (35% maximum). This standard supports sustainability by **allowing for infiltration of rain water and providing more open space.** It should be handled comprehensively in multiple districts as a separate set of standards under Article V.



## RB: SETBACKS

### ■ Recommendation

- In the Residential-Business district, **reduce front yard setbacks from 25 ft to 15 ft.**

### ■ Justification

- Most of the R-B zoning is along Washington and Virginia Avenues. There are a number of older homes converted or converting to commercial uses with non-conforming front setbacks smaller than 25 ft. The **reduced front setback would bring many of these into conformance.**
- The reduced setback **also promotes walkability.** Future street improvement projects could be implemented to create wider sidewalks, pedestrian amenities and reduced traffic speeds. The 15 ft. front setbacks would allow development closer to the sidewalks while still providing appropriate separation from traffic on the arterial roadways.





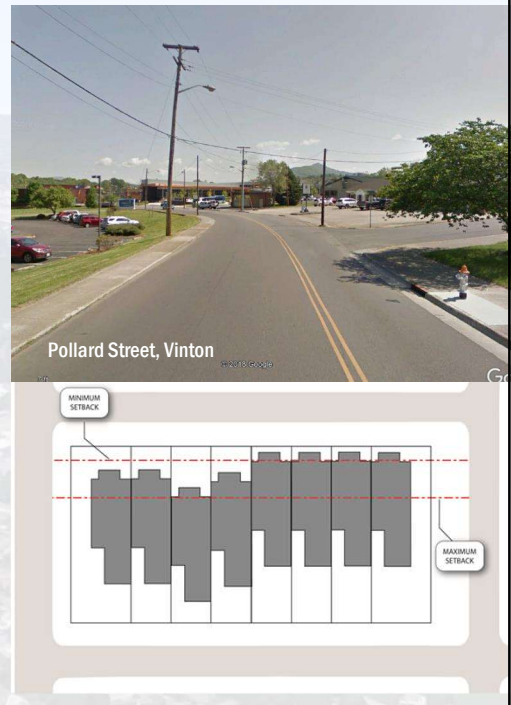
## CB: SETBACKS

### ■ Recommendation

- In the Central Business District, change the front yard requirements in Section 4-36 so that the **front setback is described as a range, with a minimum and maximum yard requirement.**
- The range is recommended to be a **4 ft. minimum and a 15 ft. maximum.**

### ■ Justification

- Front setback ranges are a feature of form-based codes and form standards. The range establishes a maximum setback to ensure that buildings are not set back too far from the sidewalks **to ensure street activity and walkability.**
- A minimum setback is also included to establish a **practical minimum setback** for buildings to allow at least a minimal sidewalk on streets where the vehicular roadway takes up almost the whole of the public right of way.



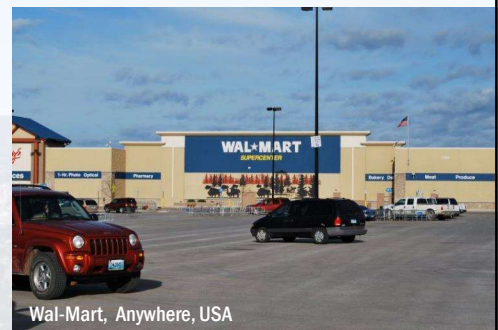
## GB/CB: SIZE

### ■ Recommendation

- Add provisions in the General Business (GB) and Central Business (CB) Districts that **large retail uses (over 30,000 s.f.) would require a Special Use Permit (SUP).**

### ■ Justification

- This was initially proposed by Town staff in 2008 and is a **good general practice** to require legislative review and approval of very large and complex development projects.





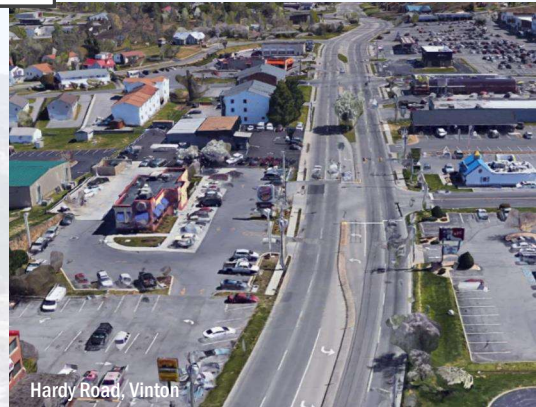
## GB: PARKING LOCATION AND SCREENING

### ■ Recommendation

- In the General Business (GB) District, Remove provisions for screening of parking in the front yard and replace them with **more comprehensive parking location and screening standards** to be added in Article V.

### ■ Justification

- Parking location and screening is a significant factor in making streets **more visually attractive and walkable**.
- The provisions for parking lot screening should apply more broadly and not just in the GB District. They should be **addressed comprehensively as part of development standards** in Article V.



## CB: HEIGHT

### ■ Recommendation

- Increase the height limit in the Central Business (CB) District from 35 ft to 45 ft.

### ■ Justification

- **Revitalizing the downtown commercial core** is a Town priority and increasing the height limit will allow greater density, particularly for new mixed use project types, such as apartments above retail.
- The 45 ft height limit will allow buildings up to 4 stories high, which can support **more density** while maintaining a **walkable, storefront architectural character**.



Example of "storefront architectural character"

## 5-30: PARKING

### ■ Recommendation

- Section 5-30, that deals with Off-Street Parking should be selectively revised to **modernize and update the parking standards**.
- Use more modern and universal parking requirements set by square footage, and consider a **maximum parking standard** for some uses.

### ■ Justification

- Many localities around the country are modernizing their parking standards. Updated standards show reductions for many types of uses, which were formerly based on suburban models, and led to **excess parking capacity**.
- Capping parking at a **maximum of 125%** of the minimum parking requirement allows for right-sized parking lots and precludes large expanses of unused parking that aggravate stormwater runoff issues and are unsightly when viewed from the street.



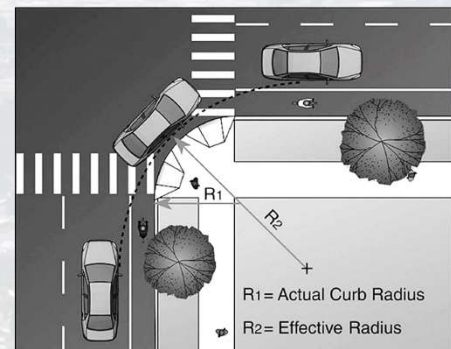
## SUBDIVISION: TURNING RADIUS

### ■ Recommendation

- Add a definition of “**effective turning radius**” in the definitions section.

### ■ Justification

- The turning radius between intersecting streets is an important element of urban design that influences the speed of turning vehicles, **pedestrian safety, and pedestrian comfort**.
- Using the **effective turning radius as the basis of regulation** may allow for actual radii at the curb that are less than what is presently required by the Town’s subdivision code. This is an important feature used to **calm traffic and contribute to walkability**.





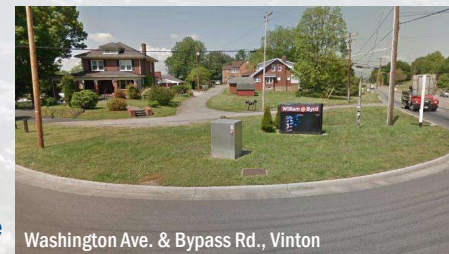
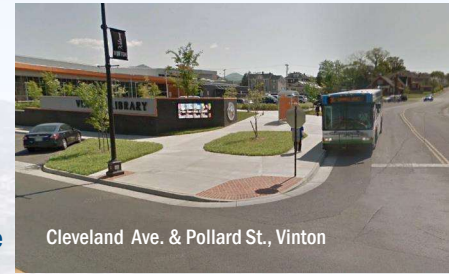
## SUBDIVISION: TURNING RADIUS

### Recommendation

- Require that local streets with projected ADT less than 4,000 vehicles be designed with an **effective turning radius of 15 to 20 feet**.
- For all other streets, the turning radius would be controlled by the same VDOT standards that govern other streets in the Town. Note that the “effective turning radius” is recommended as a new definition in the definitions section (Section 3 (8)).

### Justification

- Turning radius is a key factor - often overlooked - in the walkability and safety of a community’s streets and is **referenced in the State Code** under UDAs.
- The designer can increase the effective turning radius by adding bicycle lanes, parking lanes, or striping advance stop lines on the destination street.



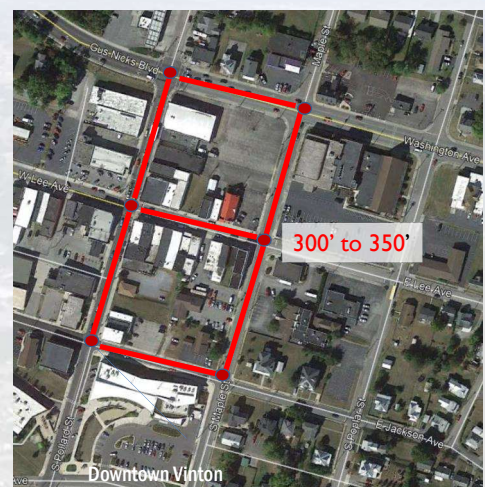
## SUBDIVISION: BLOCK LENGTH

### Recommendation

- Reduce the minimum block size from 300 feet to 150 feet** between intersections to better match the existing lotting patterns in the Town.
- Reduce the maximum block size from 1,000 feet to 800 feet** between intersections to conform to a more traditional neighborhood design. However, retain the existing provision that allows the planning commission to approve variances for unusual existing conditions.

### Justification

- Small block sizes **support walkability** and provide more route options for all users of a street. Blocks in downtown Vinton are typically between 300 and 400 feet in length.
- Reducing both the minimum and maximum length of blocks between intersections will help ensure that any new subdivisions platted in the Town will retain the **traditional lotting pattern** and walkability of the Town’s historic traditional residential neighborhoods.





## SUBDIVISION: MID BLOCK CROSSING

### ■ Recommendation

- Replace the requirement of a mid-block crossing in blocks of 800 feet or greater with a requirement that the subdivider conduct an **engineering study to determine the need** for a mid-block crossing for any instance where a block of 800 feet or greater is proposed.
- The engineering study must consider elements that protect pedestrian safety at the mid-block crossing, such as signage, a pedestrian safety island, or rapid flashing beacons.
- Require installation of the crosswalk with safety measures as supported by the engineering study.

### ■ Justification

- Mid-block crosswalks can help people access destinations but **must be well designed** to ensure they will be used and will protect pedestrian safety. Proper installation of a mid-block crosswalk is important, and **VDOT requires an engineering study** before any crosswalk markings can be installed across uncontrolled locations on roads that it controls.



## SUBDIVISION: SIDEWALKS

### ■ Recommendation

- **Require sidewalks** with a minimum **width of five feet**, and a **planted strip** of six feet in width between the curb and sidewalk **with street trees**, on both sides of all new streets created in the Town.
- Planting strips need to be a minimum of six feet to allow for healthy tree growth and minimize sidewalk buckling from root intrusion.

### ■ Justification

- Sidewalks are the most basic building block of a **walkable community**.
- Many subdivision requirements, including those of the City of Roanoke, also require the provision of a buffer with street trees between the sidewalk and the street. Street trees also provide benefits by **cleaning the air** of pollutants and can subtly help **reduce traffic speeds** on roads where they are planted by providing visual cues that the area is pedestrian-friendly.



## SUBDIVISION: STREET TREES

### ■ Recommendation

- Provide additional requirements for **street trees** to be provided not only on new streets but also **on any improved streets**.
- Provide standards for street tree planting in accordance with professional landscaping and engineering practice.

### ■ Justification

- Many Vinton streets were originally planted with street trees, but there is no requirement that new streets or street improvements include trees. Street trees give an attractive character to the streetscape, help **clean air** pollution and, as noted above, can subtly **reduce traffic speeds**.



QUESTIONS/COMMENTS?



# DOWNTOWN PUBLIC REALM DESIGN GUIDELINES

ADVISORY COMMITTEE PRESENTATION

December 3, 2018

## HOW WILL THESE GUIDELINES BE USED?

### ▪ An advisory capacity for:

- Property/business owners interested in making exterior renovations
- Staff, Councilmembers, and Commissioners during the development review process
- Members of the public interested in understanding future public improvement projects in the Downtown Area
- Those in need of understanding Vinton's unique design character

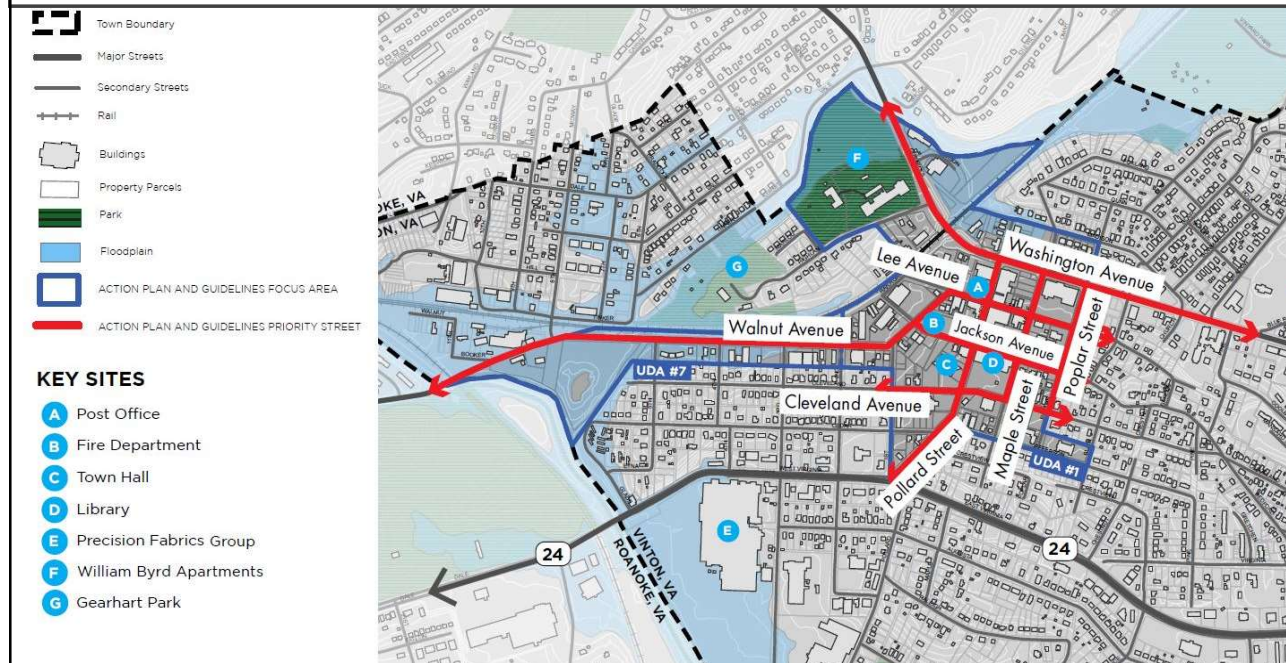


**VINTON UDA**

DOWNTOWN PUBLIC REALM  
DESIGN GUIDELINES and ACTION PLAN



## FOCUS AREA & PRIORITY STREETS



## GUIDELINES CONTENT

### 1. Building Components

- Facades, Windows, Doors, Signage, Lights, Awnings

### 2. Complete Streets & Sidewalks

- Organization, Plantings, Furniture, Future Opportunities

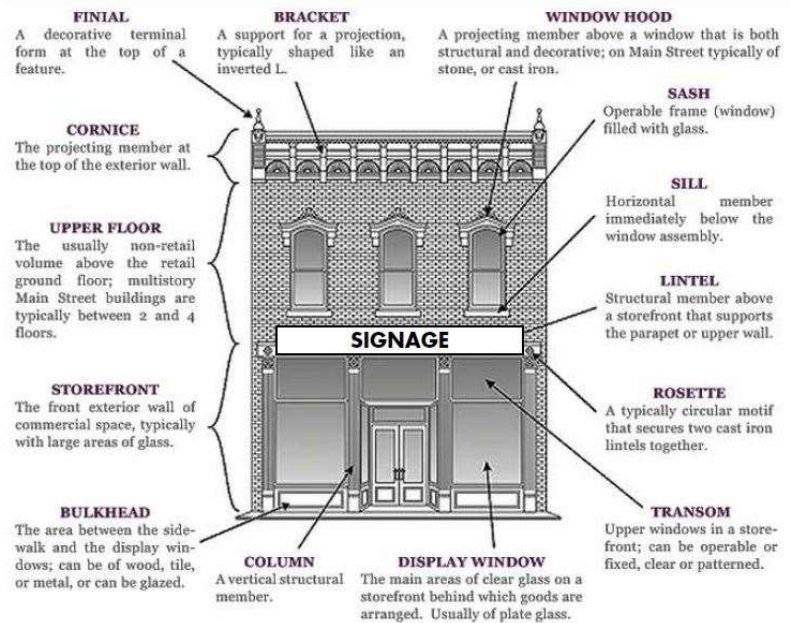
### 3. Downtown Open Space

- Farmers' Market, Interim Parks & Parklets, Pocket Parks

### 4. Public Art & Wayfinding

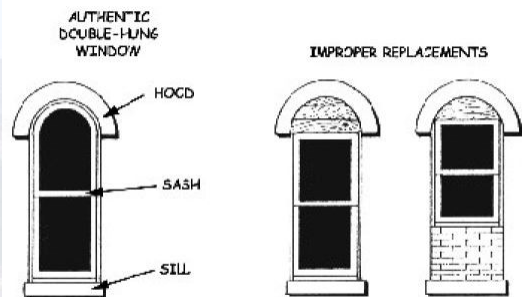
## BUILDING COMPONENTS: FAÇADES

- Placement of architectural components
- Applying building proportions



## BUILDING COMPONENTS: WINDOWS & DOORS

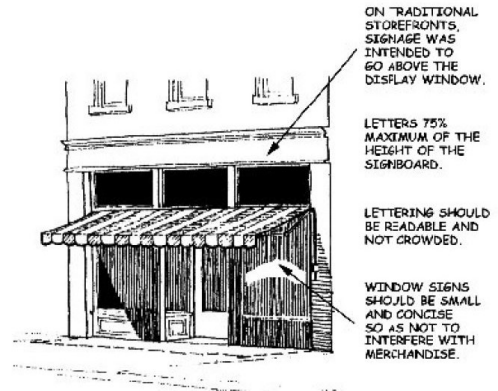
- Maximizing transparency
- Retaining historic window and door placements and sizes
- Restoring or matching historic window and door styles and frames
- Minimizing signage on windows and doors
- Ensuring ADA compliance
- Screening service entrances and avoid visible mechanical equipment





## BUILDING COMPONENTS: SIGNAGE

- Character compatibility
- Wall signage
- Roofline signage
- Painted wall signage
- Window signage
- Multi-business signage
- Temporary signage



## BUILDING COMPONENTS: LIGHTING

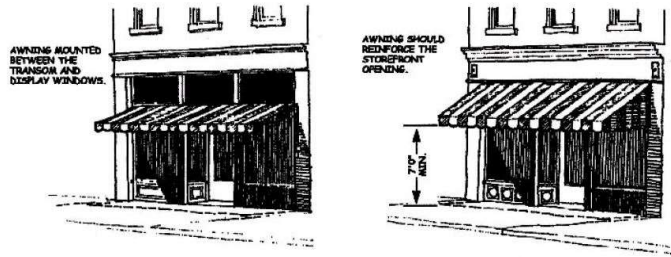
- Lighting compatibility
- Even illumination levels
- LED lighting
- Seasonal lighting
- Spot lighting
- Accent lighting
- Avoidance of glare and pulsating lighting





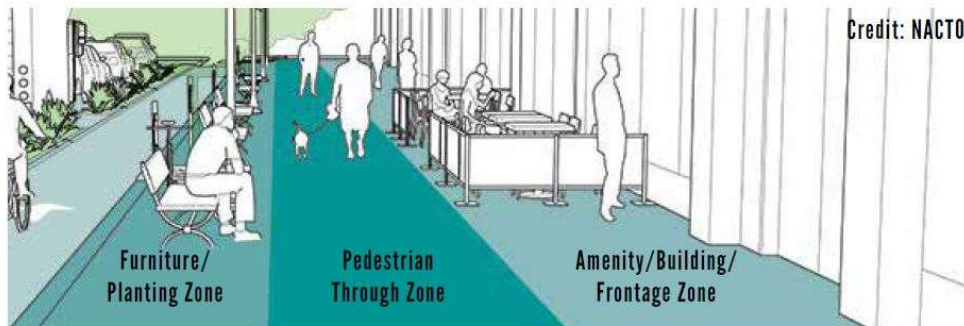
## BUILDING COMPONENTS: AWNINGS

- Proper Placement
- Character compatibility
- General utility of awnings
- Signage on awnings



## COMPLETE STREETS & SIDEWALKS: SIDEWALK ORGANIZATION

### IDEAL SIDEWALK CONDITION



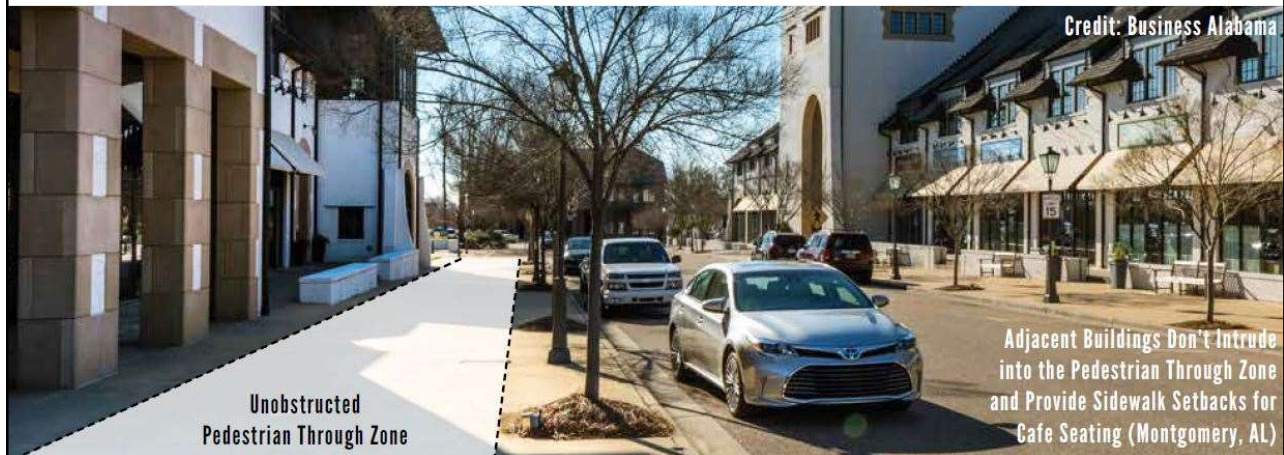
Part of the Town's public right-of-way. When wide enough, the furniture/planting zone can include benches, trees, and plantings in addition to street lights

In Vinton, the pedestrian through-zone is part of the Town's public right-of-way. In all circumstances, this zone, which is ideally 5-6 feet wide, should never be blocked.

In Vinton, the amenity/building/frontage zone is located on private property. When possible and appropriate, this sidewalk zone can be used for café seating or movable plantings.

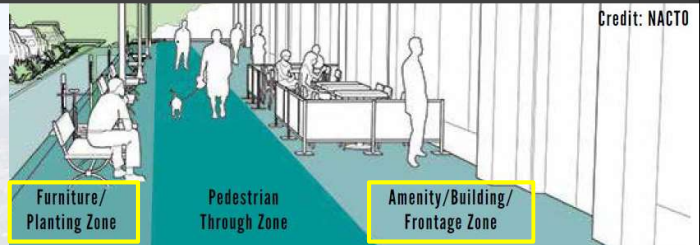
## COMPLETE STREETS & SIDEWALKS: SIDEWALK ORGANIZATION

### ▪ An example of a Good Sidewalk Condition



## COMPLETE STREETS & SIDEWALKS: PLANTINGS & FURNITURE

- Avoid obstructing pedestrian movement
- Promote lingering
- Add greenery
- Buffer people from vehicles





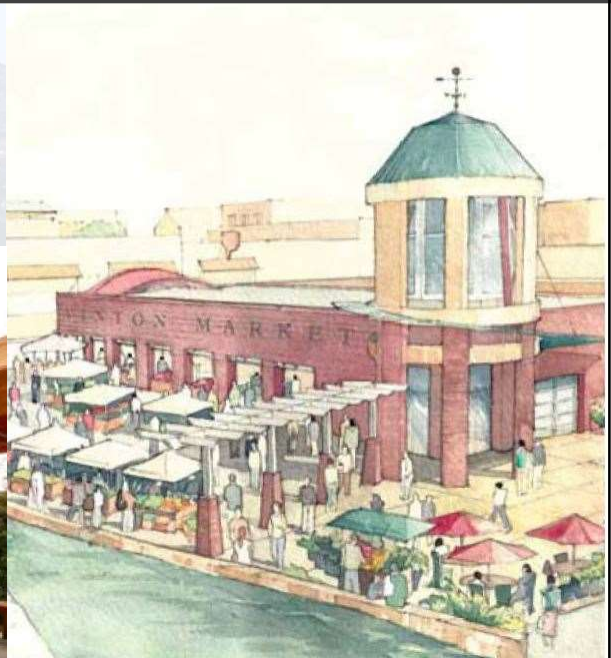
## COMPLETE STREETS & SIDEWALKS: FUTURE OPPORTUNITIES

- Stormwater management / low impact development (LID)
- Curb extensions



## IMPROVING OPEN SPACE: FARMERS' MARKET

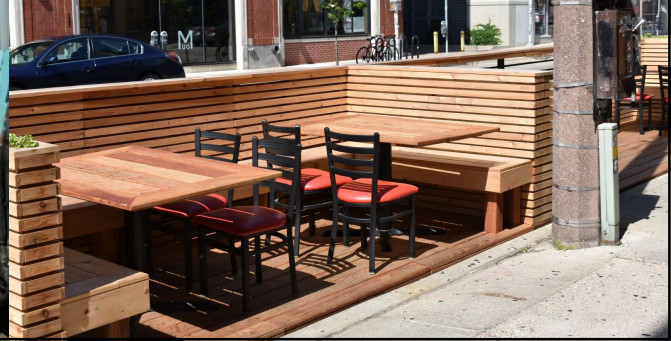
- Maximize the usability of the Vinton Farmers' Market
- Year-round activities





## IMPROVING OPEN SPACE: PARKLETS & INTERIM PARK

- Temporarily extend the sidewalk
- Temporarily activate vacant parcels



## IMPROVING OPEN SPACE: PERMANENT POCKET PARKS

- Best for undevelopable parcels, new developments, and roadway reconfiguration projects
- Great way to add parks in spatially constrained places





## PUBLIC ART & WAYFINDING

- Vinton already has great public art and a special brand. Embrace them!
- Wayfinding is currently focused on navigation for cars. There are great opportunities to add wayfinding for pedestrians and bicyclists.



## DOWNTOWN ACTION PLAN

## WHY AN ACTION PLAN?

### What is it?

- A document that will guide priority actions for the Town to implement over the next five years

### Why have one?

- Focuses on realistic implementation
- Promotes progress that can be easily measured
- Holds the Town accountable

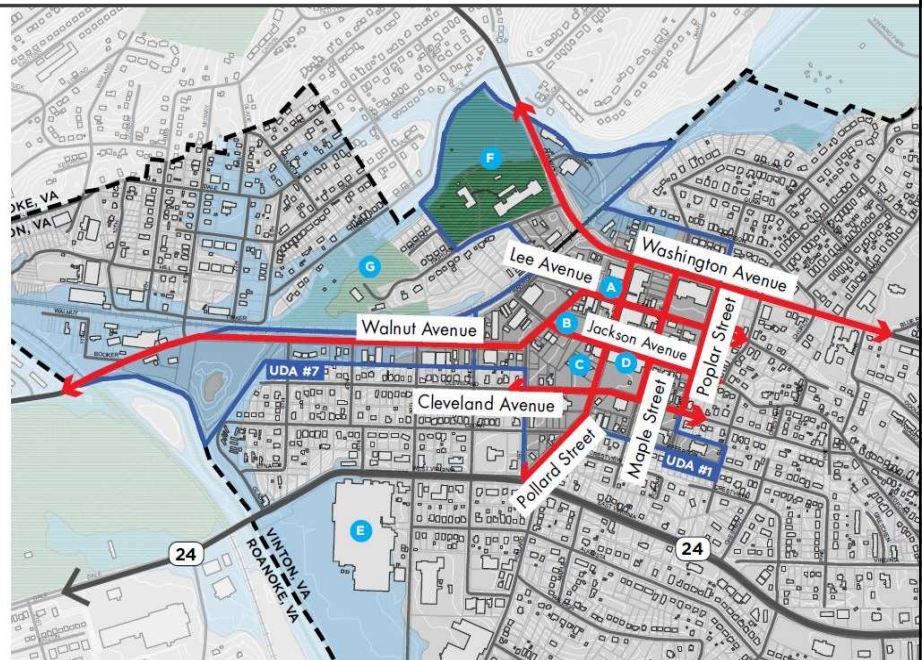


## FOCUS AREA & PRIORITY STREETS

- Town Boundary
- Major Streets
- Secondary Streets
- Rail
- Buildings
- Property Parcels
- Park
- Floodplain
- ACTION PLAN AND GUIDELINES FOCUS AREA
- ACTION PLAN AND GUIDELINES PRIORITY STREET

### KEY SITES

- A Post Office
- B Fire Department
- C Town Hall
- D Library
- E Precision Fabrics Group
- F William Byrd Apartments
- G Gearhart Park





## SIX PRIORITY PROJECTS

**Project 1:** Ensure that the majority of Downtown Vinton's priority streets have sidewalks and ADA compliant crosswalks and ramps. A *Smart Scale* application was submitted on August 8, 2018 for bicycle and pedestrian accommodations along the Walnut Avenue Corridor from Vinton's western border with Roanoke City to Lee Avenue in Downtown. In addition to the Walnut Avenue improvements, the Glade Creek Greenway's extended multi-purpose paved trail extension from Walnut Avenue to Gus Nicks Boulevard has been funded and is expected to be completed by Spring 2020.

**Anticipated timeframe:** Total completion by 2025

**Project 2:** Establish a seasonal parklet and pocket park program for selected blocks and vacant parcels along Pollard Street and Lee Avenue.

**Anticipated timeframe:** Program initiation by 2020

**Project 3:** Work with Downtown's property owners to develop a shared off-street parking plan in anticipation of future growth. The Town and downtown business owners currently have a shared off-shared parking agreement with the Vinton Baptist Church.

**Anticipated timeframe:** Consideration and evaluation of a future shared parking plan to begin in 2020

**Project 4:** Designate Downtown Vinton a Virginia Enterprise Zone (VEZ). The Virginia Enterprise Zone (VEZ) program, affiliated with the Virginia Department of Housing and Community Development (Virginia DHCD), is a partnership between state and local government that encourages job creation and private investment.

**Anticipated timeframe:** Application submission by 2019

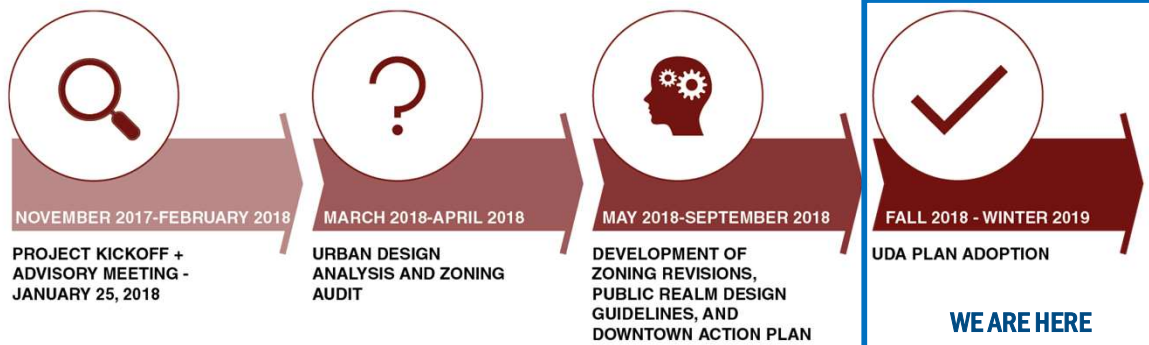
**Project 5:** Designate Downtown Vinton as an historic district based on the 2010 Downtown Vinton Revitalization Plan's recommendations

**Anticipated timeframe:** District designation achieved by 2025

**Project 6:** Explore grant opportunities for a Washington Avenue streetscape reconstruction and prioritize pedestrian enhancements and crosswalks for the intersection of Washington Avenue and Pollard Street. The intersection of Washington Avenue and Pollard Street is a high priority presently due to the inherent nature of this road's high traffic volume, the lack of any existing pedestrian safety countermeasures, and the ongoing economic development planned to occur near this area. Our downtown area is expected to have an increasing amount of foot traffic over the next few years as new economic development projects are completed.

**Anticipated timeframe:** VDOT PSAP and HSIP grant applications were submitted on November 1st, 2018. Washington Avenue and Pollard Street intersection project completion by 2025

## NEXT STEPS



### ZONING REVISIONS

- Revise Assessment based on input
- Work with Staff on drafting code revisions
- Present Recommendations in Fall

### ACTION PLAN & DESIGN GUIDELINES

- Synthesize public input
- Work with Staff on drafting Action Plan and Design Guidelines
- Present Action Plan and Guidelines drafts in Fall



QUESTIONS/COMMENTS?